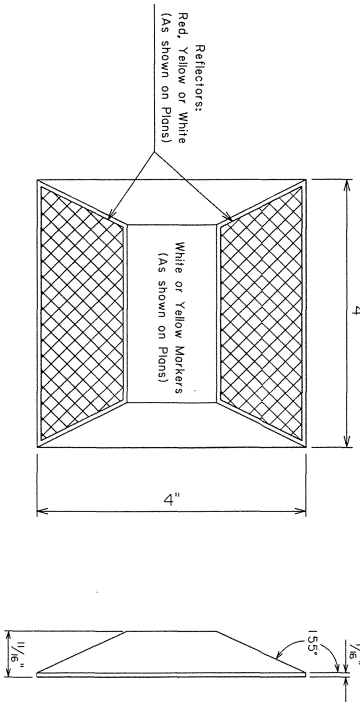
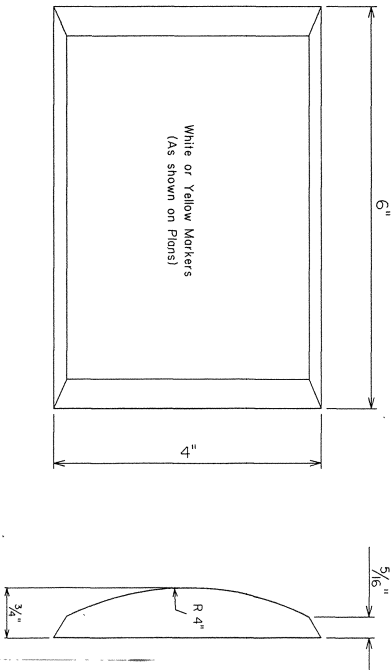


	STATE PROJECT	PARISH	SHEET NO.

TYPICAL REFLECTORIZED MARKER CONFIGURATIONS	TYPICAL USES
ASTM D4280 CLASSIFICATION: EWR	LANE LINES
WHITE BODY	EDGE LINES
WHITE REFLECTOR FACING ONCOMING TRAFFIC	8' CHANNELIZING
RED REFLECTOR FACING WRONG-WAY TRAFFIC	
ASTM D4280 CLASSIFICATION: AY	CENTER LINES
YELLOW BODY	8' NO PASSING ZONES
YELLOW REFLECTORS FACING EACH DIRECTION OF TRAFFIC	



TYPICAL 4" x 4" REFLECTORIZED TRAFFIC MARKER



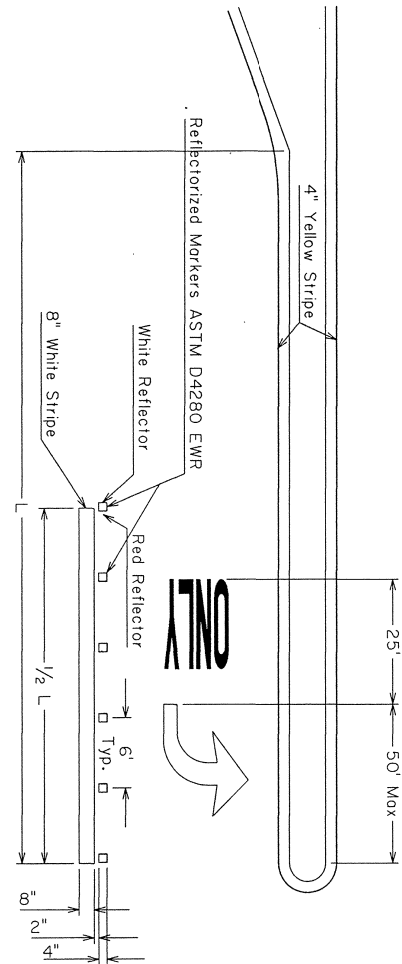
TYPICAL 4" x 6" NON-REFLECTORIZED TRAFFIC MARKER

NOTE

All Channelized Intersections Traffic Markers are to be placed as directed by the Project Engineer and as approved by the District Traffic Operations Engineer.

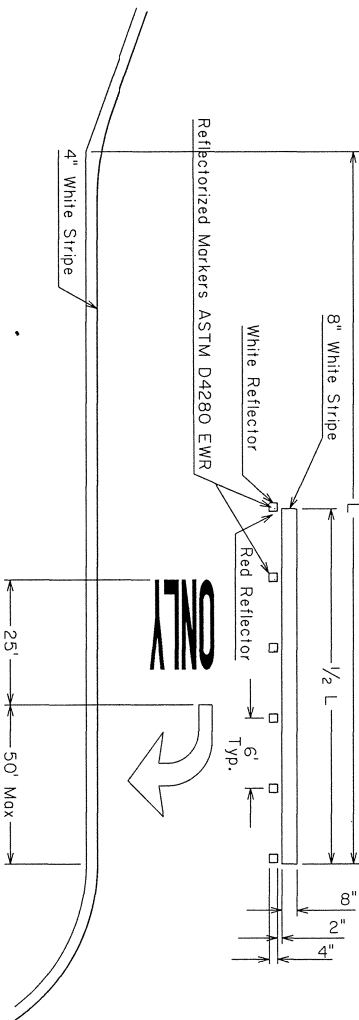
STANDARD PLAN NO.	PM-01	1 OF 4
DETAILS OF RAISED TRAFFIC MARKERS and PAVEMENT MARKINGS		
DATED August 14, 1977		

STATE OF LOUISIANA			
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT			
DESIGNED	A. Carter	Detailed	P. Allen
CHECKED	D. Budy	CHECKED	T. Starnon
DATE		APPROVED	
APPROVED Original Signed by Chief Engineer DATE			
CHIEF ENGINEER			



DETAIL OF TYPICAL LEFT TURN LANE

(Traffic Markers To Be Placed To Avoid Longitudinal Joint As Directed By The Project Engineer)
Arrows and Legend will be of White Thermoplastic Material

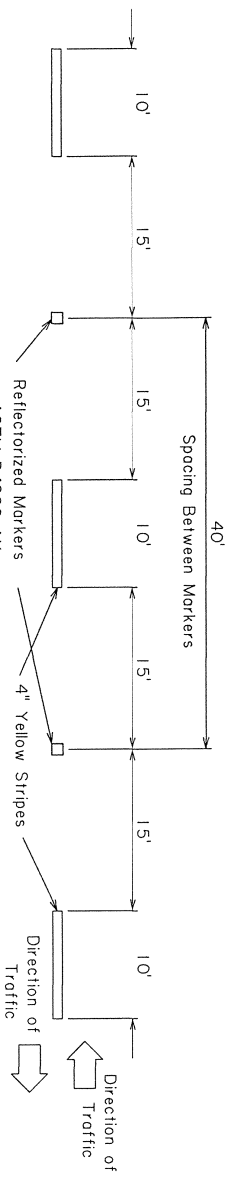


DETAIL OF TYPICAL RIGHT TURN LANE

(Traffic Markers To Be Placed To Avoid Longitudinal Joint As Directed By The Project Engineer)
Arrows and Legend will be of White Thermoplastic Material

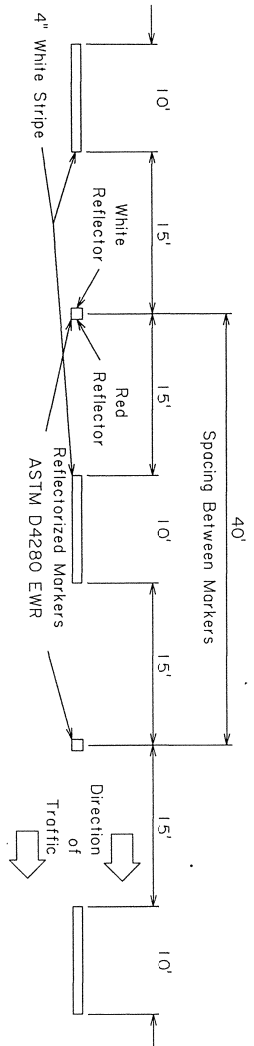
SPECIAL NOTE ON TURN BAY LEGENDS:

Additional arrows and 'ONL's may be placed in long turn bays.
A minimum of 125' shall separate each additional arrow from the previous arrow.
Additional 'ONL's shall be placed 25' from their respective arrow.



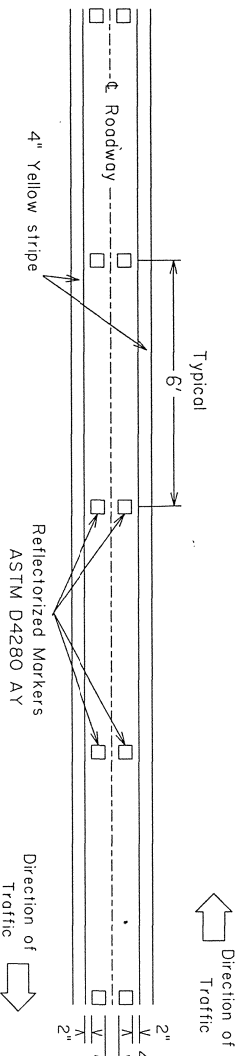
LAYOUT A

To Be Used Along 4' of Two - Lane Roadway with Two - Way Traffic



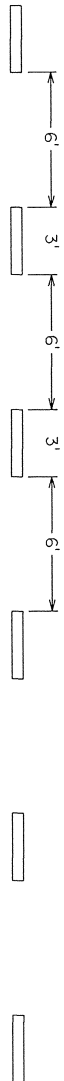
LAYOUT B

To Be Used for Lane Line Between Lanes of Traffic Traveling in the Same Direction



LAYOUT C

To Be Used Along 4' of Multi-lane Undivided Roadway



LAYOUT D

To Be Used to Extend a Line Through an Intersection, an Interchange Area, or the Entrance of a Turn Bay,
as Determined by the Plans or the District Traffic Operations Engineer.
Color & width shall be the same as that of the extended line.